

Metropolitan Bicycle and Pedestrian Committee

Wednesday, October 16th, 2019 – 3:00 p.m.

Metro COG Conference Room

Metro COG is located back at: 1 2nd St N, Case Plaza Suite 232, Fargo

AGENDA

1. Welcome and introductions
2. Approve minutes from July 24, 2019 meeting - **Attachment** Action Item
3. Public input opportunity Public Input
4. Metro COG bike/ped project updates - **Attachment** Information Item
 - a. FM Diversion Recreation Plan
 - b. FM Metro Bikeways Gap Analysis
 - c. Fargo Safe Routes to School Plan
5. Update on next Bike/Ped Committee Citizen Rep Information Item
6. Transportation Alternatives Program (TAP) scoring - **Attachment** Discussion Item
7. Excessive roadway widths – barriers to pedestrians (Jason Gates) Discussion Item
8. Update on latest BIKE FM efforts Information Item
9. Update on Clay County Heartland Trail Information Item
10. Other business

NOTE: Full Agenda packets can be found on the Metro COG Web Site at <http://www.fmmetrocog.org> – Committees

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PLANNING ORGANIZATION SERVING

FARGO, WEST FARGO, HORACE, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

107th Metropolitan Bicycle and Pedestrian Committee Meeting
July 24th, 2019 – 3:00pm
Metro COG Conference Room

Members Present

Dan Farnsworth, Chair, Metro COG
Maggie Squyer, City of Fargo Planning (proxy for Maegin Elshaug)
Bob Walton, NDDOT
Jeremy Gorden, City of Fargo Engineering
Jonathan Atkins, City of Moorhead Engineering
Malachi Peterson, City of West Fargo Planning (proxy for Tim Solberg)
Peyton Mastera, City of Dilworth
Jane Butzer, MnDOT
Kim Citrowske, City of Moorhead Planning
Christine Holland, River Keepers
Ryan Kota, Great Rides
Kim Lipetzky, Fargo Cass Public Health
Patrick Hollister, PartnerSHIP 4 Health
Barrett Voigt, Cass County

Others Present:

Scott Schwandt, MN Green Corps

1. Welcome and Introductions

The meeting began at 3:05 pm. Attendees introduced themselves.

2. Approve minutes from April 17th, 2019 meeting

The minutes were reviewed by the Committee. One minor error was found in the minutes. In the first sentence of Item 7, 'on' should be 'one'. A motion to approve the April 17th minutes with the suggested change was made by M. Peterson and seconded by P. Mastera. The minutes were passed unanimously.

3. Public input opportunity

An opportunity was given for any members of the public to provide any comments or input. No public was represented at the meeting, thus no public input was received.

4. Next Bike/Ped Committee Citizen Rep

The group discussed the transition from the existing bike/ped committee citizen rep to a new rep. The existing rep, Jason Gates' term will expire December 31st, 2019. Therefore it is prudent to begin the process for soliciting application for a new rep to fill the next two-year term.

There was discussion about the upcoming application. It was the group's preference that a few questions be omitted from the application previously used. These questions were: (1) whether or not applicant was a college student, (2) the applicant's age. A typo was also noted in the application – first sentence second paragraph on page two.

When asked which members are interested in being on the selection process for the new citizen rep, interest was expressed by P. Matera (Dilworth), M. Peterson (West Fargo), J. Atkins (Moorhead), and M. Squyer (Fargo).

5. Presentation on Dilworth walking Routes

P. Mastera gave the group a brief presentation on the walking routes that Dilworth is implementing. There are a total of four routes ranging from 1.1 miles to 3.5 miles. The routes include stenciled footprints on the sidewalk to designate the routes as well as signs, which include a QR code. When asked about costs, Mastera mentioned that the cost is very low to implement. Brochures were also printed for information for the public. J. Atkins mentioned that Moorhead has also recently instituted neighborhood walking routes, however Moorhead's don't include the stenciled footprints on the sidewalk.

6. Update on BIKE FM efforts

An update was provided on the efforts made this year with BIKE FM (Bicycle, Information, Knowledge, and Education in Fargo-Moorhead). So far this year BIKE FM has had a booth at the June Streets Alive. BIKE FM also recently launched a Facebook page, which it titled: *Bike Fargo-Moorhead*. In addition, BIKE FM will be hosting a 10-hour bicycle safety education course titled *Smart Cycling*. This course will occur on August 2nd & 3rd at Concordia College. BIKE FM will be at the August Streets Alive event.

7. Status of FM Bike Map App

D. Farnsworth gave the group an update on the FM Bike Map App. The app was launched in June and was promoted via social media, a press release, and at the June 23rd Streets Alive event. Metro COG recognizes that there are some glitches with the app, such as continuous auto-centering. Metro COG is working with the app developer to get this resolved in a timely manner.

J. Atkins mentioned that the beginning screen (which shows the legend) is difficult to minimize and people probably want to see the map as soon as they open the app.

8. Update on Fargo Safe Routes to School Plan

An update was given on the Fargo Safe Routes to School Plan. The Plan is roughly 60% complete. In April and May Metro COG staff and the consultant team visited all 31 schools and observed student arrival and dismissal. In addition, existing conditions were collected

and verified at the schools and surrounding neighborhoods. The Plan is anticipated to be completed around the end of 2019.

9. Update on FM Bikeways Gap Analysis

An update was provided on the status of the FM Bikeways Gap Analysis study. The study began in early 2019 and is anticipated to be complete around the end of 2019. A total of 16 gaps in the FM bikeway network are being studied. D. Farnsworth noted that a public open house will be held on Monday July 29th from 3:30 pm – 6:00 pm at the Downtown Fargo Public Library. Farnsworth encouraged all, especially those involved in the study, to attend.

10. Other business

P. Hollister noted that MnDOT is currently creating a pedestrian plan for the state. As part of their public outreach, they will have a booth at the August Streets Alive.

D. Farnsworth asked if the group has any updates they would like to share. J. Gorden noted that the Milwaukee Trail at Rose Creek (south of 40th Ave S) is nearing completion after a few years of flood work in that area. Gorden also noted that the City of Fargo is planning to install a trail from 32nd Ave N to 36th Ave N which would be located just west of the sewage treatment plant. It is anticipated this trail would be installed next year.

In other updates, K. Citrowske mentioned that the City of Moorhead is working on a new trail that would connect from Memorial Park (where the new lift bridge is) to Homestead Park in north Moorhead.

Meeting adjourned 3:56 pm.

Agenda Item 4

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: October 11, 2019
Subject: **Metro COG bike/ped project updates**

Metro COG is currently managing three bicycle/pedestrian-related plans. The three plans are being conducted by consulting firms and guided by local units of governments, stakeholders, and the public. Below is information and a status update on the three plans.

FM Diversion Recreation Plan

With the FM Area Diversion planned just west of the Fargo-Moorhead Metro Area, a large swath of land will be dedicated to the needs of this diversion channel. As part of the design and construction requirements of the FM Area Diversion Project, the Metro Flood Diversion Authority authorized the development of a recreational facilities plan. This plan, the FM Diversion Recreation Plan, will provide an interconnected system of recreation features. This would include trails, vegetation management, park facilities, and more.



The Plan began in June of 2019 and is anticipated for completion in August of 2020. Various public outreach opportunities have taken place to obtain input from the public. This includes a total of four pop-up events held in August and September, a public open house held on October 2nd, and an online

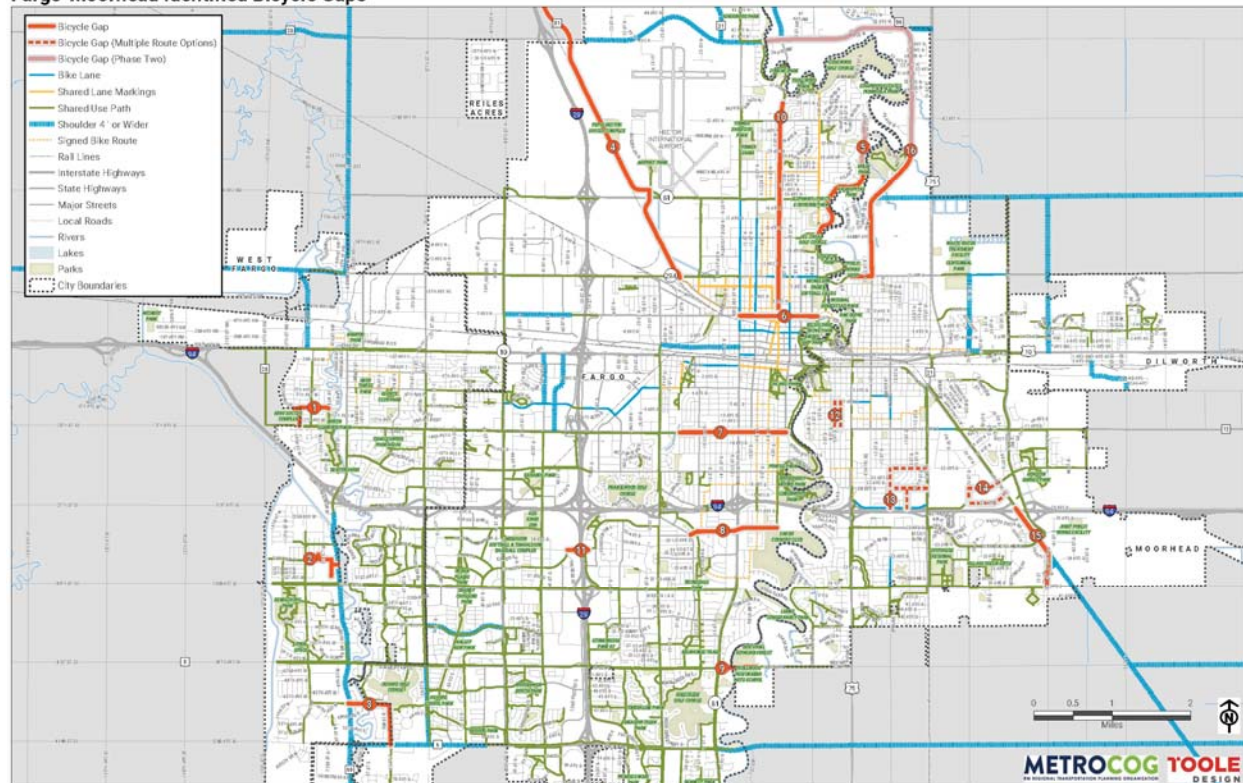
public survey hosted between August 15th and October 4th. Over 180 responses were received via the online survey.

Additional public involvement is anticipated as this plan progresses. To keep involved, you can visit the project website at the following link: <http://www.fmmetrocog.org/projects-rfps/fargo-moorhead-diversion-recreation-plan>. In addition, public input opportunities are also posted on Metro COG's Facebook page.

FM Metro Bikeways Gap Analysis

Metro COG in cooperation with local jurisdictions kicked off the FM Bikeways Gap Analysis in January 2019. The study is analyzing 16 key gaps in the FM bikeway network. These gaps can be seen in the map below (shown in red).

Fargo-Moorhead Identified Bicycle Gaps



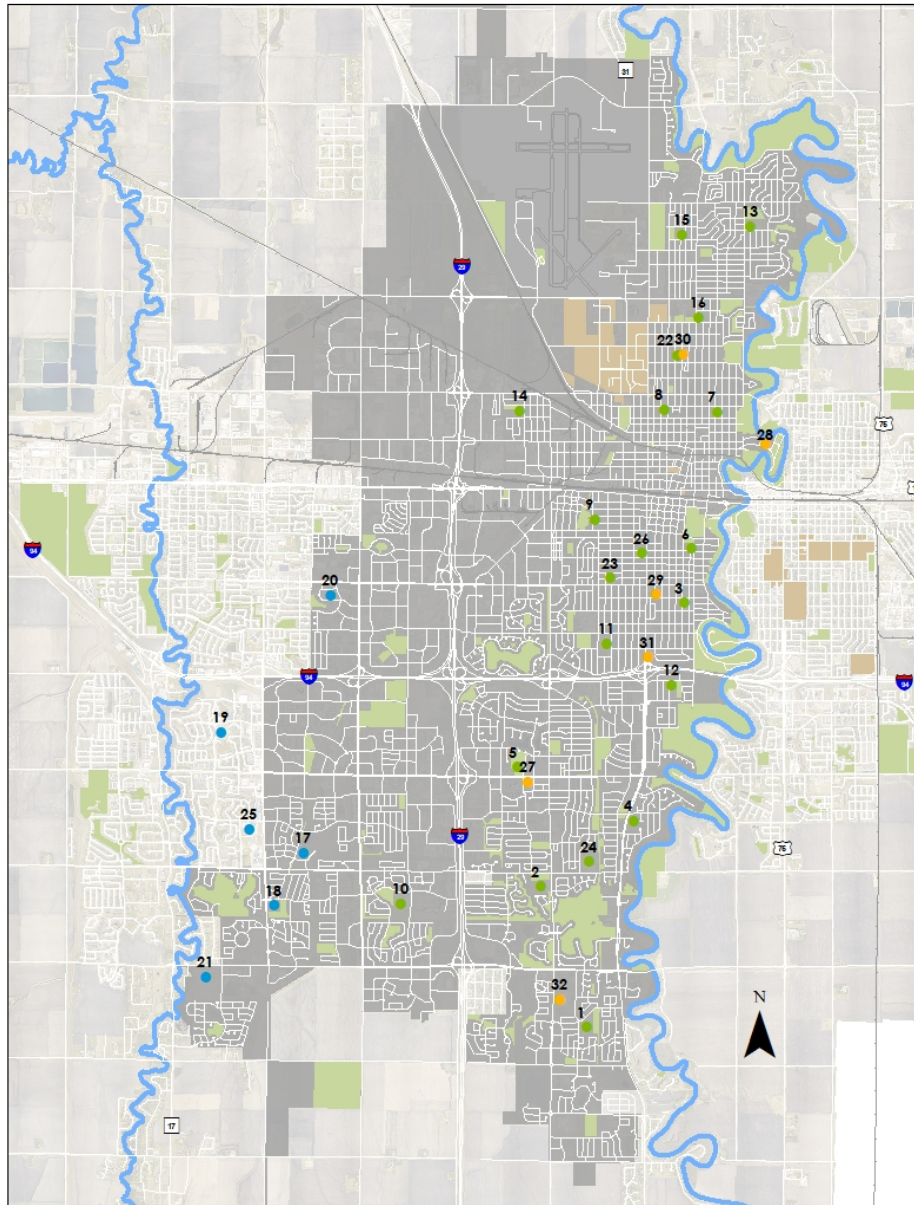
Throughout the study, public input was received. An online public comment map was live for several months throughout the early stages of the study, this generated a total of 102 public comments. On, July 29th a public open house was held at the Downtown Fargo Public Library. In conjunction with the open house, an online survey was open for several weeks. 167 respondents participated in this survey.

The study is currently 70% complete with final completion anticipated for January 2020. Below are the study's next steps:

- **November 2019** – Draft report complete
- **November 2019** – Final Study Review Committee meeting
- **January 2020** – Final report complete
- **January – March 2020** – Presentations to local units of government and Metro COG committees

Fargo Safe Routes to School Plan

Metro COG is working with the City of Fargo, Fargo & West Fargo Public Schools, and private schools in developing the Fargo Safe Routes to School Plan. The last safe routes to school plan for Fargo was completed in 2009. This plan is looking at methods of improving walking and biking for all public and private elementary & middle school within the City of Fargo. Below is a map showing the 31 schools included in this plan.



The study is currently 80% complete with final completion anticipated for January 2020. Below are the study's next steps:

- **October - November 2019** – Draft plan
- **December 2019** – Final plan complete
- **January – February 2020** – Presentations to local units of government and Metro COG committees

Agenda Item 6

To: Metropolitan Bicycle and Pedestrian Committee
From: Dan Farnsworth, Metro COG
Date: October 11, 2019
Subject: **Transportation Alternatives Program (TAP) scoring**

While the Bicycle & Pedestrian Committee has revisited the scoring and ranking of local TAP application projects multiple times over the years, Metro COG feels it is important to revisit the scoring/ranking once again for various reasons. Below are a list of options to consider for future scoring and ranking of TAP projects. We will plan to discuss these options at Wednesday's Bicycle & Pedestrian Committee and get guidance from the Committee.

Option A - Keep current scoring criteria

See **attachment 1** for current TAP scoring criteria

Option B – Revise scoring criteria for consistency with 2045 Fargo-Moorhead MTP

The 2045 Metropolitan Transportation Plan (MTP) is Metro COG's guiding transportation document and will be adopted in November. A list of goals and objectives are set forth in the MTP which the TAP scoring criteria would ideally be based upon. See **attachment 2** for the 2045 MTP Bicycle & Pedestrian goals and objectives.

Option C – Omit scoring criteria and ranking altogether

While MnDOT and NDDOT appreciate Metro COG's scoring and ranking of TAP projects, both MnDOT and NDDOT rank and award TAP projects using their own evaluation committee. Consequently the project rankings between Metro COG and the DOTs often don't correlate. Metro COG's ranking don't dictate the outcome of which local projects are awarded funding. As an example, below is a table showing the difference between Metro COG's TAP project ranking and NDDOT's TAP project ranking from the most recent solicitation.

North Dakota TAP (last solicitation)			
Project	Metro COG Ranking	NDDOT Ranking	Award Status
West Fargo – Armour Park Sheyenne River Bridge	1	3	Not awarded
Fargo – Deer Creek/Drain 27 Shared Use Path	2	4	Not awarded
West Fargo – Drain 45 Multi Use Path	3	1	Awarded
Horace – CR 17 Shared Use Path	4	2	Not awarded
Fargo – Bison Village Shared Use Path	5	6	Not awarded
Fargo – Coulee's Crossing/Drain 53 Shared Use Path	6	7	Not awarded
Fargo Public Schools – Bicycle Parking	7	5	Not awarded

MN TA Project Evaluation

Metro 2040 Goal	TA Evaluation Criteria				Project		
	Question	Weight	%	Weighted Pts	Barnesville	Hawley	Moorhead
Goal 1: Maintain the Existing Transportation System	Of the entire project length, what percentage of the length has existing trail or sidewalk that is in <u>poor</u> condition which will be replaced as part of the project? (give points in percentage)	20	__%	20	0	0.6	0
Goal 2: Improve the Efficiency, Performance and Connectivity of a Balanced Transportation System	Does the project demonstrate connectivity to other bike/ped facilities, parks, or other public facilities?	19	100%	19	19	19	19
Goal 3: Maximize the Cost Effectiveness of Transportation	Does the project implement a specific recommendation of a corridor, comprehensive, or other planning study? Or does the project fill a critical gap or identified short- or long-range project in the bike-ped network as identified in the 2016 Metro Bicycle-Pedestrian Plan? (see Figures 6.1 & 6.2)	14	100%	14	14	14	14
Goal 4: Promote Consistency between Land Use and Transportation Plan to Enhance Mobility and Accessibility	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 25 to 50 trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material)), OR	16	30%	4.8	0	0	0
	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 50 to 100 trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material)), OR	16	60%	9.6			
	The project will provide new bicycle or pedestrian connections to or from projected (year 2020) trip density areas of 100 or more trip ends/acre. (see 2020 trip density figure (M:/TIP/Evaluation Forms/TAP Evaluation supporting material))	16	100%	16			
Goal 5: Provide Safe and Secure Transportation	Is the project designed to address safety issues at a location where crashes involving a motor vehicle and a bicyclist or pedestrian are occurring? (see: Figures 2.12 & 2.13 of the 2016 Bicycle and Pedestrian Plan OR use more recent available data)	11	30%	3.3	0	0	0
	Does the project improve the ability for students to safely cycle or walk to school?	11	30%	3.3	0	3.3	3.3
	Does the project improve safety or mobility for non-automotive users with disabilities?	11	30%	3.3	3.3	3.3	3.3
	Does the project include way finding and/or other signage that will help users find their destination OR enhanced signage for safety?	11	10%	1.1	0	0	0
Goal 6: Support Economic Vitality	Does the project increase bicycle and/or pedestrian connections from residential areas to industrial or commercial centers?	13	50%	6.5	6.5	0	0
	Does the project construct or enhance any major recreational trails (i.e. River Corridor, Milwaukee Trail, Heartland Trail, etc.)?	13	50%	6.5	0	0	6.5
Goal 7: Protect the Environment and Conserve Resources	Does the project meet the intent of the Complete Streets Policy Statement? (see www.fmmetrocog.org, Home -> Resources -> Policies -> Complete Streets Policy)	7	50%	3.5	3.5	3.5	0
	Does the project include any landscaping to improve aesthetics, water quality or animal habitats?	7	50%	3.5	3.5	0	0
Total Points					49.8	43.7	46.1



2045 Fargo-Moorhead Transportation Plan

Prioritization Process

A multimodal prioritization process was developed, based on the public engagement received during plan development, Metro COG’s performance measure requirements, and with direction from the Metro COG TTC. This prioritization process focused on bicycle / pedestrian and roadway projects, the primary project types that the Metro Grow plan was putting into implementation time frames. It is recommended that a similar performance-based prioritization process be used on the upcoming Transit Development Plan for multimodal consistency across the region.

TABLE 10.1 shows the bicycle and pedestrian project prioritization metrics, and TABLE 10.2 shows the street project prioritization metrics. As shown, each metric ties direction to a defined Metro Grow goal and objective. Details on project prioritization results are shown in [Appendix #](#).

FIGURE 10.1 BICYCLE AND PEDESTRIAN PRIORITIZATION METRICS

Goal	Objective	Prioritization Metrics
System Safety Goal	Reduce the number of bicycle and pedestrian crashes.	Project has potential to improve pedestrian safety in corridor with bicycle and pedestrian crash history.
		Project would improve the safety of bicycling or walking within 1/2 mile radius of a K-8 public school.
Travel Efficiency and Reliability Goal	Improve the connectivity of the street network and promote a grid street pattern.	Project would complete a street system connection where one does not currently existing, has the potential to reduce out-of-direction travel, and is context sensitive.
Walking and Bicycling Goal	Improve walking and biking connections and reduce network gaps.	Improves bicycle and / or pedestrian corridors in a zone which currently has low or moderate levels on walkability index.
	Promote active, mixed use developments that mix residential, work, and entertainment uses.	Project would be a significant new bicycle and pedestrian facility in an area / corridor with current or planned mixed land uses; or is consistent with recommendation of a corridor, comprehensive, or other planning study.
	Identify transportation projects that promote environments conducive to walking and biking.	Project would connect residential area to commercial or industrial center.
	Increase mode share for travel that is not single-occupant vehicle (SOV).	Project would increase non-SOV travel. Examples include: bike / ped projects, transit improvements, travel demand management program and strategies. Policy-based objective, too.
Economic Development and Transportation Decisions	Project would improve "first mile / last mile" access	Project would improve bicycle, pedestrian, or other modal connection between a large generator (higher-density residential, commercial, or industrial) and a MATBUS transit stop.
	Promote complete streets improvements in corridors that would see economic benefits.	Project improves walking or biking conditions in a defined Mixed Use Arterial, Mixed Use Collector, or Mixed Use Neighborhood corridor (based on Parking & Access study, apply to Moorhead).

